

REPORT

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DATE DISTR. 25 May 1948

NO. OF PAGES 2

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THIS IS UNEVALUATED INFORMATION FOR THE RESEARCH
USE OF TRAINED INTELLIGENCE ANALYSTS 50X1-HUM

January 1948

- Factory No. 14

- Avtodetal Factory**

February 1948

- ~~CLASSIFICATION SECRET CONTROL-U.S. OFFICIALS ONLY~~

Document No. 2
NO CHANGE in Class.

☐ DECLASSIFIED

CLASS. CHANGED TO: TS S

DDA Memo, 4 Apr 77

Auth: DDA REG. 77

DATA: 240478

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CENTRAL INTELLIGENCE AGENCY

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4. Production: The factory produces various spare parts for motor vehicles, mainly for ZIS-5 trucks, and for tractors, mainly for Universal tractors and two parts for STZ tractors (Stalingrad Traktorny Zavod = Stalingrad Tractor Factory). About four-fifths of the output consists of motor vehicle parts and about one-fifth of tractor parts. In 1947, the factory was producing 15 types of parts

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In 1948, the factory was to produce ten new types of parts. The factory is also engaged on a small scale in the production of consumer goods and goods for local enterprises, such as for the Erevan tramways. In 1947, the factory produced goods to the value of about 2,700,000 (rubles?) (gross production).

5. Equipment and Materials: The factory is constantly being equipped with new machine tools and automatic machinery from Moscow and Gorki. In 1947, it received about 120 machine tools, such as grinding machines, internal grinding machines, cylinder and cone-grinding machines, gear-cutting and slotting machines, thread milling machines, and turning lathes. The factory receives forgings for the production of parts from the Chelyabinsk ZIS Factory and from the Cherbarkul Factory under the Ministry of Ferrous Metallurgy (Chernmet).

6. Personnel:

- a. Director: A. A. Tumanyan
Deputy Director: Shuraits
Chief Engineer: Mardzhanyan
Chief Technologist: Khachatryan
- b. During 1947, Director Tumanyan went to Moscow on two occasions to make arrangements for supplies for his factory. In February 1948, Tumanyan again went to Moscow and Mardzhanyan acted as his deputy.
- c. In February 1948, about 60 young workmen who had completed a course at industrial schools and factory apprenticeship schools ("shkola fabrichno-zavodskogo obucheniya") arrived at the factory.
- d. Some of the specialists working at the factory underwent a period of training at various motor vehicle and tractor factories in the USSR, such as the Stalin Automobile Factory in Moscow, the Chelyabinsk Factory, and the Moscow Small-Cylinder (Malolitrzhnyi) Motor Vehicle Factory. Most of the workmen, recruited from among local inhabitants, are non-specialists. They are trained during the course of their work and a good deal of their production is rejected. Some of the parts produced have to be totally re-jected because of gross non-compliance with requirements and drawings, and production has to be temporarily stopped.

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